

CREDIT RIVER TOWNSHIP ORDINANCE NO. 11

AN ORDINANCE REGULATING THE SUBDIVISION AND
PLATTING OF LAND IN CREDIT RIVER TOWNSHIP.

THE TOWNSHIP OF CREDIT RIVER ORDAINS:

SECTION I. Purpose and Interpretation

In order that new subdivision will contribute toward an attractive, orderly, stable and wholesome community environment, adequate municipal services and efficient movement of traffic, all land subdivisions and platting hereafter within Credit River Township shall in all respects fully comply or exceed the regulations hereinafter set forth in these regulations. In their interpretation and application, the provisions of these regulations shall be the minimum requirements adopted for the protection of the public health, safety and general welfare.

SECTION II. Limits of Regulations and Scope.

The rules and regulations governing plats and subdivision of land contained herein shall apply within Credit River Township as permitted by County ordinances and State Statutes.

SECTION III. Minimum Subdivision Design Standards.

A. Street Plan: The arrangement, character, extent, width, grade and location of all streets shall conform to the Credit River Township Engineer's Designs and Standards, and to these regulations, and shall be considered in their relation to existing and planned streets, to reasonable circulation of traffic, to topographical conditions, to run-off of storm water, to public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such streets, and shall include the existing township roads leading to and serving the land being subdivided and platted.

1. Continuation of Existing Streets: The arrangement of streets in new subdivisions shall make provision for the appropriate continuation of the existing streets in adjoining areas.
2. Future Projection of Streets: Where adjoining areas are not subdivided, the arrangement of streets in a new subdivision shall make provision for the proper projection of streets into adjoining areas by carrying the new streets to the boundaries of the new subdivision at appropriate locations.
3. Township Roads: No plat or development with multiple lots shall be designed with lots having direct access onto the right-of-way of roads classified as four rod Township roads. Such lots may access onto a service road or platted street with openings onto Township roadways at intervals not less than _____ feet.
4. Surveying, Grading and Construction: Prior to preparation of the land for platting or development by subdivision, the owner or agent of the landowner shall comply with the following requirements:
 - a) Provide a survey of the land with a legal description showing the lots to be subdivided, road location, utility easements and other information determined by the Township to be necessary for approval of the Development.
 - b) Provide a topographic map of the area to be developed at a scale of no less than 100 feet to the inch with contour intervals of no more than two feet. If such a topographic map is unavailable, the developer shall allow the Township Engineer access to the site for the purpose of making a topographic inspection or survey.
 - c) Provide preliminary information on the desired grade and alignment

of the proposed roadway(s) to service the individual lots or building sites. The information shall include horizontal and vertical control for the proposed roadway from a Registered Land Surveyor.

- d) After the information in (a), (b), and (c) above has been provided, but before final plat or subdivision approval by the Township, preliminary engineering work will be done as supervised by the Township Engineer. Such work shall consist of soil borings, additional survey work when necessary, and preparation of preliminary construction cost estimates.
 - e) Upon completion of the preliminary engineering work and recommendation by the Township Engineer, the Township shall approve the final plat or subdivision concept and the Township Engineer shall design the roadway improvements and supply construction documents.
 - f) The developer shall follow and utilize the Township Engineer's construction documents and shall allow the Township Engineer access to the development site for the purpose of determining adherence to the construction documents. The developer's contractor shall notify the Township Engineer when grading or other earthmoving activities are to take place.
 - f) The developer shall be obligated to pay all expenses incurred by the Township Engineer or its agents, payments to be made monthly to the Treasurer of Credit River Township after billing.
5. Developer's Agreement: Prior to installation of any required improvements and prior to approval of a final plat, the subdivider shall enter into a contract in writing with the Township requiring the subdivider

to furnish and construct said improvements at his sole cost and in accordance with plans and specifications and usual contract conditions, all approved by the Township. The agreement shall include provisions for supervision of construction activities by the Township Engineer and grant to the Township Engineer authority to correlate the work to be done under said contract with other roadway work being done or contracted by the Township to improve existing Township roads which will service the development subdivision and provide access to it. The agreement shall require the subdivider to make an escrow deposit or, in lieu thereof, to furnish a performance bond with the amount of the deposit or the penal amount of the bond to be equal to the Township Engineer's estimate of the total cost of the subdivision roads and Township road improvements to be furnished under the contract, including the cost of inspection by the Township.

6. Subdivision Road Dedication: Application by the developer of subdivided land for dedication of a road or cartway under Minnesota Statutes 164.15 Subd.1 shall be made after a certificate of completion has been issued by the Township Engineer, and the costs and expenses incurred by the Township and its Engineer have been paid. The Township may require that a Quit Claim Deed be executed by the developer conveying the title or an easement for the subdivision roadway to the Township with a proper legal description which meets the approval of the County Recorder.

This Ordinance shall become effective from and after the date of its publication according to law.

Adopted this _____ day of _____, 19____.

BOARD OF SUPERVISORS
TOWN OF CREDIT RIVER

By: _____
Chairman

ATTEST:

Town Clerk

CREDIT RIVER TOWNSHIP ORDINANCE NO. 11A

AN ORDINANCE AMENDING CREDIT RIVER TOWNSHIP ORDINANCE NO. 11,
AN ORDINANCE REGULATING THE SUBDIVISION AND PLATTING OF LAND
IN CREDIT RIVER TOWNSHIP

THE TOWNSHIP OF CREDIT RIVER, SCOTT COUNTY ORDAINS:

SECTION I.

SECTION III. A. is hereby amended to read:

- A. Street Plan: The arrangement, character, extent, width, grade and location of all streets shall conform to the Credit River Township Engineer's Designs and Standards as set forth in Section III.A.7 herein, and to these regulations, and shall be considered in their relation to existing and planned streets, to reasonable circulation of traffic, to topographical conditions, to run-off of storm water, to public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such streets, and shall include the existing township roads leading to and serving the land being subdivided and platted.

SECTION II.

SECTION III. A. 1 and 2 are hereby amended to read:

1. Continuation of Existing Streets: The arrangement of streets in new subdivisions shall make provision for the appropriate continuation of the existing streets in adjoining areas. The township board shall make the final determination on which existing streets are deemed to be appropriate to extend into the new subdivision. The cost of continuing existing streets to connect with new subdivision streets shall be paid by the new subdivision landowner to the extent the length of extending the existing street does not exceed the length or width, whichever may be longer, of the existing platted lot through which the extended street will be built, along with the cost of removing the temporary cul-de-sac, if any, which will be replaced by the extended street.
2. Future Projection of Streets: Where adjoining areas are not subdivided, the arrangement of streets in a new subdivision shall make provision for the anticipated projection of the new streets into adjoining areas by grading the new streets to the boundaries of the new subdivision at appropriate locations. The town board shall make the final determination on which street locations are appropriate. In the event the town board determines the adjoining area will not require a subdivision with through streets running into a collector street system, but nevertheless the adjoining area will need a street access into the new subdivision, then, prior to the final plat being filed, the subdividing developer will either pay to the Township Road Fund a nonrefundable fee equal to 75% of the construction cost of paving, placing base, and removing the temporary cul-de-sac, or, in the alternative constructing the new bituminous street to the boundary of the new subdivision for future connection with the adjoining area at the location of the projected street. The construction cost shall be determined by the township engineer.

SECTION III.

SECTION III. A. 4(g) is hereby amended to read:

- g) On any preliminary plats with proposed township roads, a non-refundable administration fee of \$500.00, along with an escrowed amount of \$2,000.00 shall be submitted to the Town Clerk prior to a preliminary plat being placed on the Town meeting agenda. The escrow account will be used to pay for engineering and attorney's fees. Preliminary plat information shall be submitted to the Township Engineer 10 days prior to the Town Board Meeting. Payment shall be made at the time the request is made by the applicant to be placed on the Town Board meeting agenda to consider the application.

SECTION IV.

SECTION III. A. is amended to add Section A. 7(a)(b)(c) and (d) as follows:

7. Roadway Design Criteria:

- a) Drainage: Drainage systems shall be designed to adequately convey the runoff from a 10 year return period, 24 hour storm. The minimum pipe in street R.O.W. shall be 18" C. M. P.
- b) Section: The roadway section shall be 3" MnDOT 2341 Wear Coarse with 3" Class 5-100% crushed rock over 6" Class 5 Gravel.
- c) Horizontal Alignment: All streets shall intersect at right angles. Horizontal alignment design speed shall be consistent with the requirements for vertical alignment design speed. When connecting streets deflect from each other at any one point by more than 10 degrees, they shall be connected by a curve with a radius of no less than 200 feet. Cul-de-sacs shall have a driveable turning radius of no less than 50 feet.
- d) Vertical Alignment: The minimum allowable ditch grade shall be 0.8%. The minimum allowable centerline grade shall be 0.5%. Continuous changing of grades that create a "roller coaster" effect shall not be permitted. Design controls for vertical alignment shall be consistent with the design speed as specified in "MnDOT Road Design Manual".

- 8. Construction of proposed Township roads shall not proceed until the preliminary plat has been approved by Township and the final road plans have been completed by the Township Engineer.

This Ordinance shall become effective from and after the date of its publication according to law.

Adopted and passed by a majority of the Town Board this 15 day of April, 1991.

BOARD OF SUPERVISORS
TOWNSHIP OF CREDIT RIVER

By John T. Kane
Chairman

CREDIT RIVER TOWNSHIP
HEARING NOTICE

REGULAR MEETING
CREDIT RIVER TOWNSHIP
Scott County, Minnesota

AMENDMENT TO SUBDIVISION ORDINANCE NO. 11

TO WHOM IT MAY CONCERN:

NOTICE IS HEREBY GIVEN that on Monday, April 15, 1991, at 8:00 P.M. in the Credit River Township Hall, 7450 Credit River Boulevard, Prior Lake, Minnesota, the Board of Supervisors will hold a public hearing at the regular meeting of the Town Board to consider amending the Town Subdivision Ordinance No. 11.

All persons interested are invited to attend this meeting, and be heard on this matter.

Dated this 18th day of March, 1991.

Val Zweber - Township Clerk
Credit River Township

(Published in Prior Lake American April 8, 1991.)

(See April 8, 1991, P. 1186)

Attest:

Paul A. Zwick
Town Clerk

Published in Pine Lake American, April 5, 1991.

GENERAL DESIGN CRITERIA
RURAL SECTION (DITCHED) ROADWAYS
CREDIT RIVER TOWNSHIP

1. Credit River Township Ordinance Number 11 shall be adhered to prior to the acceptance of any roadway improvements.

PART OF CREDIT RIVER ORDINANCE NO. 11

III. Minimum Subdivision Design Standards

- A. Street Plan: The arrangement, character, extent, width, grade and location of all streets shall conform to the Credit River Township Engineer's Designs and Standards as set forth in Section III.A.7 herein, and to these regulations, and shall be considered in their relation to existing and planned streets, to reasonable circulation of traffic, to topographical conditions, to run-off of storm water, to public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such streets, and shall include the existing township roads leading to and serving the land being subdivided and platted.
 1. Continuation of Existing Streets: The arrangement of streets in new subdivisions shall make provisions for the appropriate continuation of the existing streets in adjoining areas. The Township Board shall make the final determination on which existing streets are deemed to be appropriate to extend into the new subdivision. The cost of continuing existing streets to connect with new subdivision streets shall be paid by the new subdivision landowner to the extent the length of extending the existing street does not exceed the length or width, whichever may be longer, of the existing platted lot through which the extended street will be built, along with the cost of removing the temporary cul-de-sac, if any, which will be replaced by the extended street.
 2. Future Projection of Streets: Where adjoining areas are not subdivided, the arrangement of streets in a new subdivision shall make provision for the anticipated projection of streets into adjoining areas by grading the new streets to the boundaries of the new subdivision at appropriate locations. The Town Board shall make the final determination on which street locations are appropriate. In the event the Town Board determines the adjoining area will not require a subdivision with through streets running into a collector street system, but nevertheless the adjoining area will need a street access into the new subdivision, then, prior to the final plat being filed, the

subdividing developer will either pay to the Township Road Fund a nonrefundable fee equal to 75% of the construction cost of paving, placing base, and removing the temporary cul-de-sac, or, in the alternative constructing the new bituminous street to the boundary of the new subdivision for future connection with the adjoining area at the location of the projected street. The construction cost shall be determined by the Township engineer.

3. Township Roads: No plat or development with multiple lots shall be designed with lots having direct access onto the right-of-way of roads classified as four rod Township roads. Such lots may access onto a service road or platted street with openings onto Township roadways at intervals not less than 300 feet.
4. Surveying, Grading and Construction: Prior to preparation of the land for platting or development by subdivision, the owner or agent of the landowner shall comply with the following requirements:
 - a. Provide a survey of the land with a legal description showing the lots to be subdivided, road location, utility easements and other information determined by the Township to be necessary for approval of the Development.
 - b. Provide a topographic map of the area to be developed at a scale of no less than 100 feet to the inch with contour intervals of no more than two feet. If such a topographic map is unavailable, the developer shall allow the Township Engineer access to the site for the purpose of making a topographic inspection or survey.
 - c. Provide preliminary information on the desired grade and alignment of the proposed roadway(s) to service the individual lots or building sites. The information shall include horizontal and vertical control for the proposed roadway from a Registered Land Surveyor.
 - d. After the information in (a), (b) and (c) above has been provided, but before final plat or subdivision approval by the Township, preliminary engineering work will be done as supervised by the Township Engineer. Such work shall consist of soil borings, additional survey work, when necessary, and preparation of preliminary construction cost estimates.
 - e. Upon completion of the preliminary engineering work and recommendation by the Township Engineer, the Township shall approve the final plat or subdivision concept and the Township Engineer shall design the roadway improvements and supply construction documents.

- f. The developer shall follow and utilize the Township Engineer's construction documents and shall allow the Township Engineer access to the development site for the purpose of determining adherence to the construction documents. The developer's contractor shall notify the Township Engineer when grading or other earthmoving activities are to take place.
- g. Fees and Submittals: On any preliminary plats with proposed Township roads, a non-refundable administration fee of \$500.00, along with an escrowed amount of \$2,000.00, shall be submitted to the Town Clerk prior to a preliminary plat being placed on the Town meeting agenda. The escrow account will be used to pay for engineering and attorney's fees. Preliminary plat information shall be submitted to the Township Engineer 10 days prior to the Town Board Meeting. Payment shall be made at the time the request is made by the applicant to be placed on the Town Board meeting agenda to consider the application.
5. Developer's Agreement: Prior to installation of any required improvements and prior to approval of a final plat, the subdivider shall enter into a contract in writing with the Township requiring the subdivider to furnish and construct said improvements at his sole cost and in accordance with plans and specifications and usual contract conditions, all approved by the Township. The agreement shall include provisions for supervision of construction activities by the Township Engineer and grant to the Township Engineer authority to correlate the work to be done under said contract with other roadway work being done or contracted by the Township to improve existing Township roads which will service the development subdivision and provide access to it. The agreement shall require the subdivider to make an escrow deposit or, in lieu thereof, to furnish a performance bond with the amount of the deposit or the penal amount of the bond to be equal to the Township Engineer's estimate of the total cost of the subdivision roads and Township road improvements to be furnished under the contract, including the cost of inspection by the Township.
6. Subdivision Road Dedication: Application by the developer of subdivided land for dedication of a road or cartway under Minnesota Statutes 164.15 Subd. 1 shall be made after a certificate of completion has been issued by the Township Engineer, and the costs and expenses incurred by the Township and its Engineer have been paid. The Township may require that a Quit Claim Deed be executed by the developer conveying the title or an easement for the subdivision roadway to the Township with a proper legal description which meets the approval of the County Recorder.

7. Roadway Design Criteria

a. Drainage

Drainage systems shall be designed to adequately convey the runoff from a 10 year return period, 24 hour storm. The minimum pipe in street R. O. W. shall be 18" C. M. P.

b. Section

The roadway section shall be 3" MnDOT 2341 Wear Coarse with 3" Class 5-100% crushed rock over 6" Class 5 Gravel.

c. Horizontal Alignment

All streets shall intersect at right angles. Horizontal alignment design speed shall be consistent with the requirements for vertical alignment design speed. When connecting streets deflect from each other at any one point by more than 10 degrees, they shall be connected by a curve with a radius of no less than 200 feet. Cul-de-sacs shall have a driveable turning radius of no less than 50 feet.

d. Vertical Alignment

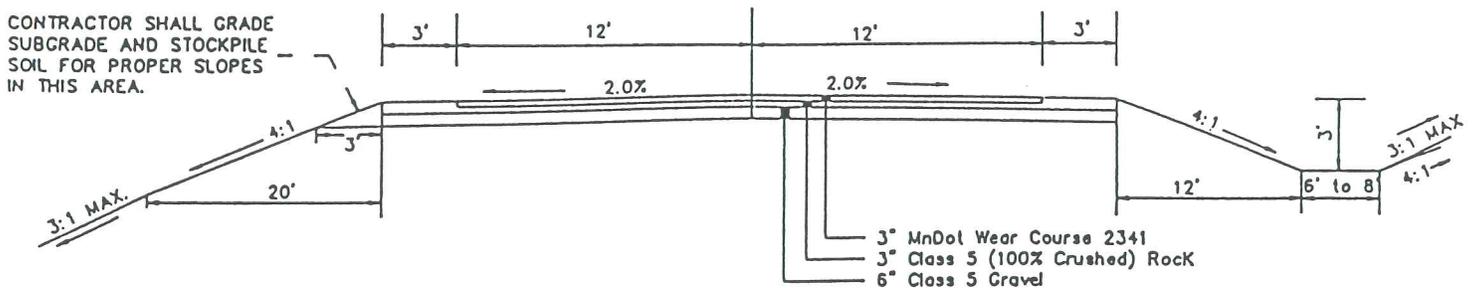
The minimum allowable ditch grade shall be 0.8%. The minimum allowable centerline grade shall be 0.5%. Continuous changing of grades that create a "roller coaster" effect shall not be permitted. Design controls for vertical alignment shall be consistent with the design speed as specified in "MnDOT Road Design Manual".

8. Construction of proposed Township roads shall not proceed until the preliminary plat has been approved by the Township and the final road plans have been completed by the Township Engineer.

ROAD DESIGN GUIDELINES

Roadway Width	30 Feet (2 12 foot lanes, 3 foot shoulders on each side)
Crown	0.02'/Ft.
Inslope	4:1 within 20 feet of edge of roadway 3:1 Maximum
Backslope	4:1 (or more) desirable 3:1 Maximum
Ditch Depth	3 feet from edge of roadway
Ditch Width	6 to 8 feet
Grades	6% desirable 8% Maximum
Degrees of Curve	6° desirable 12° Maximum
Pavement Section	3" Class 5 crushed rock over 6" Class 5 Gravel 3" MnDOT 2341 Wear Course

ROAD DESIGN GUIDELINES (NO SCALE)



STANDARD ROAD DESIGN
 CREDIT RIVER TOWNSHIP